

The Bulletin



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The Bulletin

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In This Issue:
New York & Stamford Railway Company — History and Track Plan ...Page 2

90 YEARS OF SUBWAY SERVICE TO ASTORIA

The first Astoria train was a special train that departed from Grand Central at 2 PM February 1, 1917. On board were city officials, borough officials, members of the Public Service Commission, and Interborough Rapid Transit Company officials. There were special celebrations near the new line. Houses and commercial buildings were draped with flags and whistles were blown. When the train arrived at Ditmars Boulevard, the passengers alighted, and the train and guests were photographed. Members of the Steinway Civic Association took the guests in automobiles and sightseeing cars through portions of the Steinway and Astoria sections, after which they returned to Ditmars Boulevard. The guests boarded the train again and returned to Queensboro Plaza for formal exercises at the Queens Chamber of Commerce. There was a Long Island City night of entertainment at the Bohemian Hall, located at the Ditmars Boulevard station.

Queens residents were anxious to have rapid transit when they heard about the Brooklyn Bridge cable railway. William Steinway, whose business interests centered in Astoria, was deeply interested in rapid transit in New York City. He was Chairman of the Rapid Transit Commission for a few years. Because of his foresight, New York possesses a modern rapid transit system.

The Astoria Line is a part of the route adopted by the Public Service Commission on October 10, 1911. Route 37 includes the Astoria Line and the portion of the Corona Line as far east as Woodside. The Board of Estimate and Apportionment approved the route on October 26, 1911 and Mayor Gaynor gave his approval on April 8, 1912.

The Commission adopted a resolution directing the preparation of plans and form of contract for the Astoria Line and the Corona Line on June 14, 1912. The form of contract was adopted on December 17, 1912 and a public hearing was scheduled for January 4, 1913. The Municipal Art Commission approved the type of structure on December 27, 1912. Bids were received on January 28, 1913 and the contract was awarded to the Cooper and Evans Company for \$860,743.50. The contract for station finish was let to Charles Mead and Company at a cost of \$268,102.50. A contract for the installation of tracks, which also covered Queensboro Plaza and the Corona Line, was awarded at a cost of \$204,898.10. Approximately \$55,000 was chargeable to track installation on the Astoria Line and its structural connections to Queensboro Plaza. The total cost of the line without equipment, which was furnished by the operating companies, was about \$1.35 million.

The Queensboro Plaza station, which cost approximately \$500,000, was described as the largest elevated station in the world. It was 480 feet long and 90 feet wide, with a mezzanine and four tracks on each of the two levels.

The Astoria and Corona Lines were the only rapid transit lines with joint operation of IRT and BRT/BMT trains. The Transit Commission's reports explained how the fares were apportioned. The trackage agreement between the Interborough Rapid Transit Company and the New York Municipal Railway Company (BRT) dated March 10, 1913 stated, "The Interborough Company shall accord to the Railway Corporation

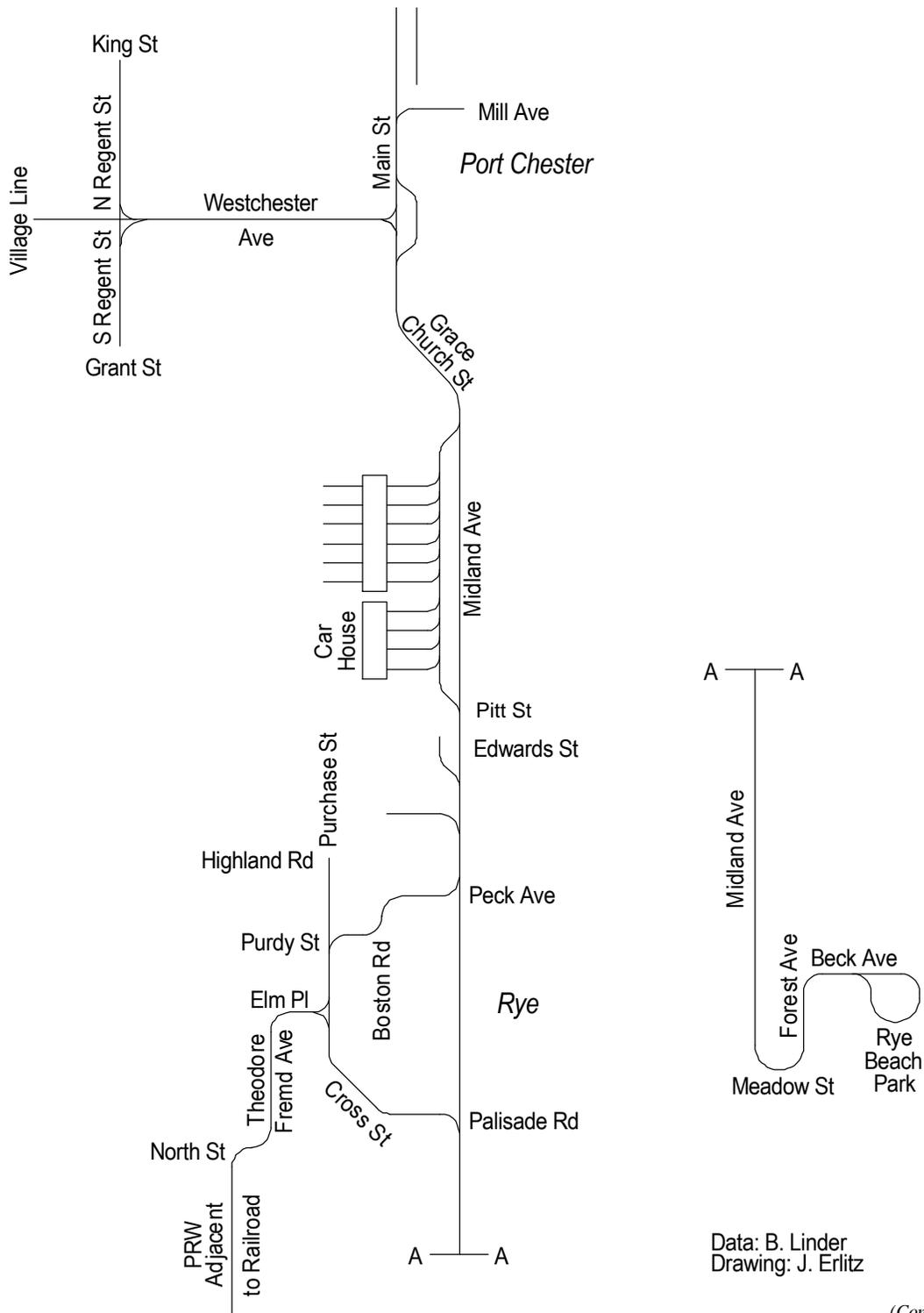
(Continued on page 4)

Next Trip: Grand Central Terminal Tour, February 17

NEW YORK & STAMFORD RAILWAY COMPANY by Bernard Linder

New York & Stamford Railway Company

North Portion
1910 & 1914 Atlases



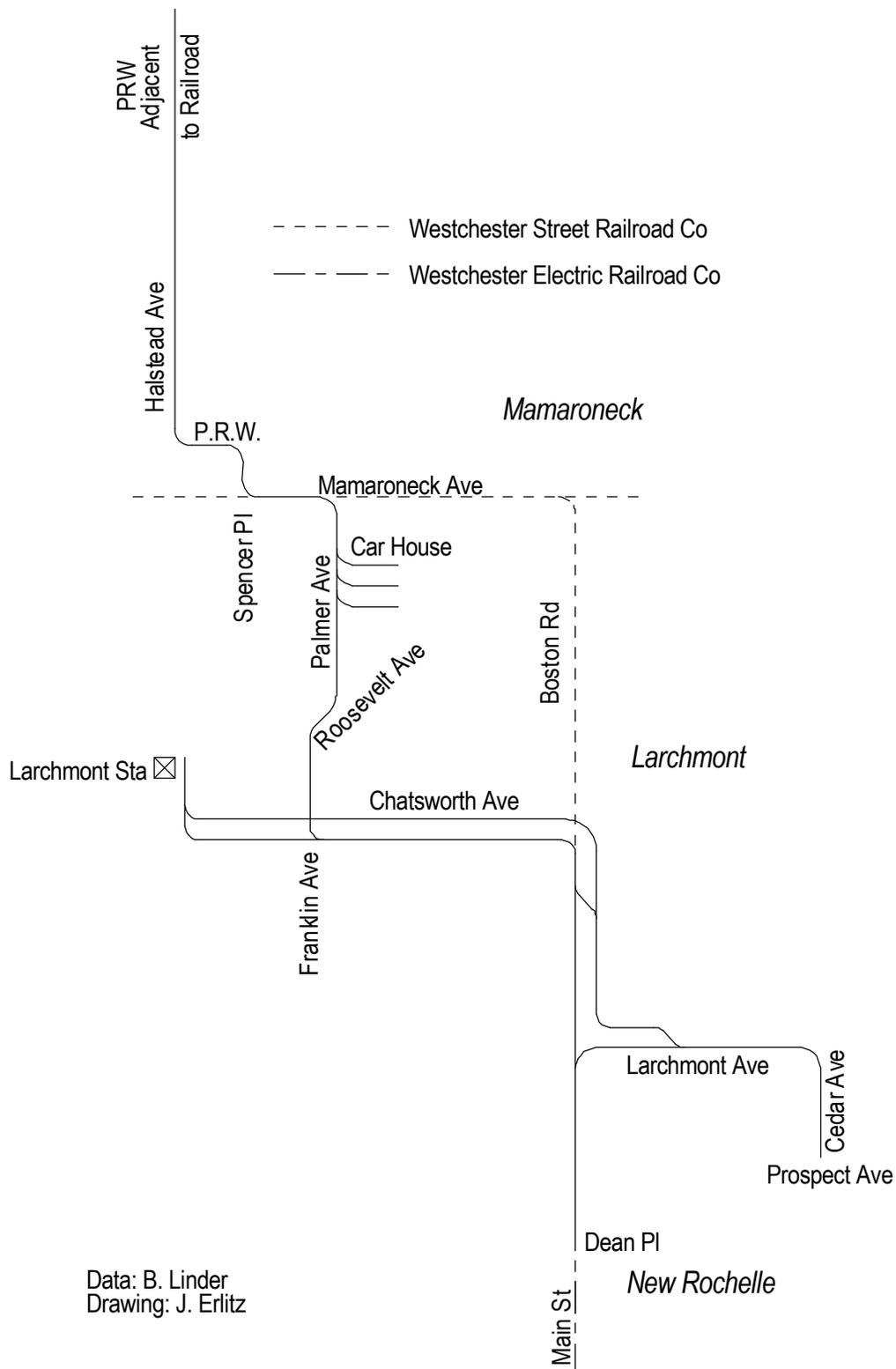
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New York & Stamford Railway Company

(Continued from page 2)

New York & Stamford Railway Company

South Portion
1910 & 1914 Atlases

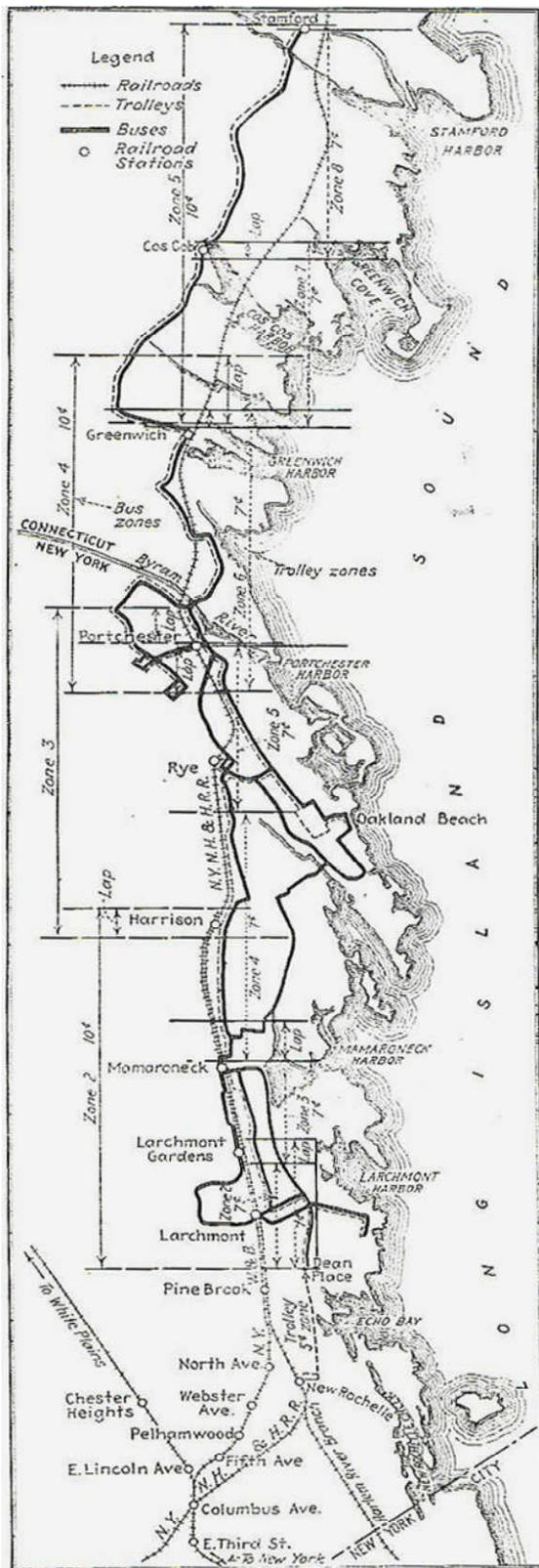


Data: B. Linder
Drawing: J. Erlitz

(Continued on page 4)

New York & Stamford Railway Company

(Continued from page 3)



From *Bus Transportation* Vol. 7 No. 1, January, 1928.
Bernard Linder collection

Third Avenue Railway Company operated most of the trolley lines in southern Westchester County. But New York & Stamford, whose cars ceased operating in 1927, was one of the forgotten Westchester County transit systems. The 20-mile main line extended from Larchmont to Stamford, Connecticut with several short branches in Rye and Larchmont.

In August, 1901, the Port Chester Street Railroad and the Larchmont Horse Railway were consolidated to form the New York & Stamford Railway, which was owned by the New York, New Haven & Hartford Railroad for some time. In the same month, the company also took over the Greenwich Tramway, which always remained a separate corporation organized under an old charter.

On January 1, 1905, the Consolidated Railway Company, also owned by the NYNH&H, bought the New York & Stamford for \$1.4 million, or \$150 per share. This acquisition gave Consolidated a link between its Connecticut lines and the lines of New York City's

Metropolitan Street Railway Company. The system was mostly single track with an extreme length of 20 miles from Larchmont to Stamford, passing through Larchmont, Mamaroneck, Harrison, and Rye in New York's Westchester County. In Connecticut, it connected East Port Chester, Greenwich, Cos Cob, Riverside, and Sound Beach.

The total trackage of this standard gauge road, including branches, sidings, and double-tracked portions, was about 50 miles. Rails were 70-pound T and 101-pound girder. From Port Chester to Rye, the line was double-tracked to handle the crowds traveling to this resort in the summer.

There were four generating units, with a total capacity of 1,525 kilowatts in the Port Chester power house. All the coal and heavy freight were transported to this power house on a siding connecting to the New Haven Railroad tracks. An office building, two car houses, and a repair shop, heated by exhaust steam from the engines, were adjacent to the power house.

90 Years of Subway Service to Astoria

(Continued from page 1)

(BRT)...equal facilities and room for sale of tickets through the agents of the Railway Corporation."

In accordance with the agreement, two ticket booths were installed. A barrier at the center separated both halves of the platform. IRT trains started running in 1917, but the BMT did not start running trains until 1923. Riding increased rapidly and the IRT operated seven-car rush hour trains in 1919. If the companies originally in-

tended to divide the platform with a barrier, they must have found that it was impractical.

On May 28, 1923, nearly two months after the BMT trains started operating on the Astoria and Corona Lines, the companies signed an agreement regarding the apportionment of revenues from the jointly operated Queens lines. This document stated that the passenger revenue and station expenses were to be apportioned in proportion to the number of car miles operated by each company.

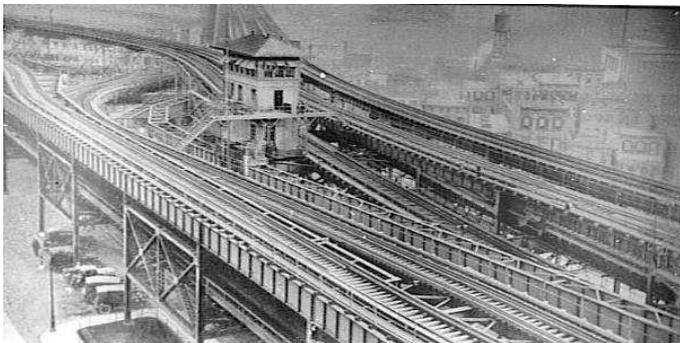
Because this agreement was

(Continued on page 5)

90 Years of Subway Service to Astoria

(Continued from page 4)

unfair to the IRT, a new agreement approved on July 27, 1927 stated that the fares would be apportioned in the ratio of passengers carried by each company.



Queensboro Plaza, looking east, circa 1935. The track layout was published in the January, 1992 issue.
Bernard Linder collection



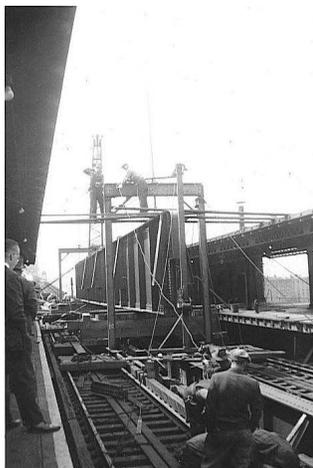
Queensboro Plaza, June 8, 1948, looking west.
Bernard Linder collection



Queensboro Plaza, looking east, June 8, 1948, showing girder to be removed due to revised track layout for through service to Astoria.
Bernard Linder collection



Your Editor-in-Chief and his beautiful wife pose on a temporary bridge during a Memorial Day reroute, May 29, 1949.
Bernard Linder collection



Queensboro Plaza looking west on May 29, 1949, with a girder being removed.
Bernard Linder photograph

(Continued on page 6)

90 Years of Subway Service to Astoria

(Continued from page 5)



Queensboro Plaza, looking east on May 29, 1949.
Bernard Linder photograph



Queensboro Plaza, looking east from street level on June 7, 1962.
Bernard Linder photograph



Bridge Plaza near Jackson Avenue on June 7, 1962.
Bernard Linder photograph



Bridge Plaza North, east of Queensboro Plaza station, on June 7, 1962.
Bernard Linder photograph



Queensboro Plaza at street level, June 7, 1962.
Bernard Linder photograph

Commuter and Transit Notes

No. 219

by Randy Glucksman

Metropolitan Transportation Authority

With Governor Eliot Spitzer taking over as of January 1, there has been a change of top management at MTA. First to go was the Inspector General, Matthew D. Sansverie, an appointee of former governor George E. Pataki, who resigned on November 14, 2006. *The New York Times* reported this on December 15, and also the fact that there had been an anonymous report about some misconduct. The now former IG denied the allegations and said that he resigned because there was an election, "there is going to be a new governor, and there's no possibility of reappointment as far as I can see now."

Also gone is Katherine N. Lapp, who had been the Executive Director. Her replacement is Elliott G. Sander, whose background includes Chairman of the Transportation Research Board's (TRB) Committee on Large U.S. Cities, a senior advisor to National Association of City Transportation Officials (NACTO), and Commissioner of the New York City Taxi and Limousine Commission from 1994-1996. When Chairman Peter Kalikow steps down as is expected, it is planned that Mr. Sander will become the Chairman, while also keeping the titles of Executive Director and Chief Executive Officer.

Quite by accident, I was in Grand Central Terminal on December 18, 2006 only minutes after the ceremony in which it was announced that MTA would receive \$2.6 billion in federal funding for the East Side Access Project. The technical name for this is a Full Funding Agreement, and the new DOT Secretary, Mary Peters, was on hand to deliver this good news. It is estimated that about half of LIRR's 106,000 riders are destined to the east side of Manhattan. ESA will utilize the presently unused lower tubes of the 63rd Street Tunnel. **F** trains operate in the upper level. Although I did not see all of the politicians and MTA officials who were there, I did see Sen. Charles Schumer, a supporter of this project, who was granting interviews to several news reporters. Completion is set for 2013.

MTA Metro-North Railroad (East)

The repair of the M-7As' flat wheels that were caused by autumn's leaves on the tracks was a major effort. I have reports that about a dozen M-7As were sent to the LIRR Ash Street facility in Queens to have their wheels trued. At the same time they were given some post-production modifications. Normally there is a continuous stream of about 6 cars at any given time that are off the property for "mod" work by Bombardier, which has exclusive use of this facility. There is a wheel truing mill there and MNR simply increased the number of cars sent there for mod work by sending up to 12 cars for

this work that happened to need their wheels re-trued. MNR also sent a bunch of M-7As to New Haven for wheel truing and even sent some to Amtrak's wheel truing machine at Rensselaer Shop. On January 8, *The Journal News* reported that all flat wheels were repaired. At the worst, 200 of the 336 M-7s were out of service.

For Martin Luther King Day, which was celebrated on Monday, January 15, Metro-North operated a Saturday schedule, with additional trains on each line during the AM and PM peak hours. This differed from the level of service operated by the metropolitan area's other rail operators, LIRR and NJ Transit. They ran a regular weekday schedule. I have to tell you that the NJ Transit trains that I rode were lightly patronized.

Metro-North, LIRR, NYCT, PATH, NJ Transit, SEPTA, and PATCO are members of a group called the New York Regional Rail Consortium. This arrangement allows the member agencies to purchase parts, etc., in larger quantities, thus assuring better pricing, which results in economic savings for taxpayers. One recent example was a contract with WABCO for common railcar replacement parts.

MTA Metro-North Railroad (West)

Metro-North has been granted approval to solicit requests via an RFP (request for proposals) to select a railcar remanufacturer to overhaul the four F-40s that are being purchased from NJ Transit (January, 2007 *Bulletin*) and four that are already in service. 4191-2 (ex-Amtrak 370 and 382) and 4193-4 (ex-Amtrak 308 and 310) have been operating since 1999 and 2004, respectively, and will be in need of a mid-life overhaul.

There is more to the Bar Car story that was reported in the January *Bulletin*. *The New York Times* on December 22, 2006 reported that LIRR operates two trains with portable bars, something of which I was not aware. Unlike the New Haven Line timetables, there is no note or martini glass to inform riders about this service. The trains that have these (red) carts are #166 (6:33 PM to Babylon) and #670 (7:22 PM to Huntington), although the bartender detrains at Hicksville. Needless to say, his customers were not at all happy with the possibility of losing this service.

A new General Order was not issued when the December 18, 2006-February 25, 2007 timetables were issued. These schedules listed the extra Christmas and New Year's Day trains.

Thousands of commuters heading for home on Friday, January 5 were delayed for several hours while police investigated the death of a 13-year-old boy who was struck and killed near the Forest Hills station by east-

(Continued on page 8)

Commuter and Transit Notes*(Continued from page 7)*

bound Huntington Train #1726, which had departed from Penn Station at 5:17 PM. **The Journal News** reported that the boy's friends described his "passion" for being a "graffiti artist" using the graffiti tag "Kos." It is believed that he may have taken pictures of his work just before he died, sources said. MTA police recovered a cell phone at the scene and were checking to see if it had pictures by him or his friends. His mother, who rushed to the scene, later fainted at the 112th Precinct police station. A family friend who is an attorney told the media that the family would be suing MTA, LIRR, and the city of New York.

Fellow columnist Jeff Erlitz sent a correction to the item about the Long Island Rail Road tower situation that appeared in the December 2006 *Bulletin*. The LIRR has 10 towers (plus two unmanned drawbridges) still in use.

Main Line

Harold (normally unmanned and remote from PSCC)

Jay (west of Jamaica)

Hall (east of Jamaica)

Queens (Queens Village)

Nassau (Mineola)

Divide (Hicksville)

Atlantic Branch

Brook (Flatbush Avenue)

Dunton (west of Jamaica)

Montauk Branch

Dutch Kills Drawbridge (actually Secondary Track C at this point)

Valley (Valley Stream)

Babylon

Long Beach Branch

Lead (Wreck Lead or Reynolds Channel, drawbridge east of Island Park)

Montauk Cutoff Secondary Track

Cabin M (drawbridge over Dutch Kills)

Dutch Kills and Cabin M drawbridges are not manned and are opened only upon advance notice, assuming that they can still actually be physically opened. Pond Tower in Fresh Pond and Locust Tower in Locust Valley are still standing (with Locust actually having been restored) and were formerly mechanical interlockings, as was PD (Patchogue). Locust had its mechanical interlocking machine replaced in 1965 and the railroad stopped using the tower in 1975 when the interlocking became remote from Nassau. Pond was mechanical until the day it closed in 1985. The mechanical machine at PD was replaced in 1992. I believe Nassau Tower lost its mechanical interlocking machine in the 1990s also.

In early January, member Ron Yee reported that a pair of mismated M-7s, 7118/7147, has been in Ash Street Yard in Long Island City for 3 months. Who knows what

happened to their mates?

I have written several times about the ex-LIRR "Ping Pong," T-51 921, which resided adjacent to the Long Island Expressway, between Exits 51 and 52 in Dix Hills for many years. Please note that I used the word "resided," because it was removed sometime in mid-December, 2006. It had been unused for more than a year. Temporarily, there are plans to replace it with a pre-fabricated building, but there were no details provided. In the January, 2004 and July, 2005 *Bulletins*, I wrote that the car was to be replaced by 2007. Thanks to member Joe Gagne for sending this report from

Newsday.**NJ Transit**

A little more than a week after the multi-level cars entered service, I found them on a slightly earlier connecting train from NY Penn Station to Secaucus than I normally ride. The consist was the same as December 11, 2006, the day that it made its inaugural run. I asked one crewmember how she likes the train, and while she did not complain, one thing that she mentioned is the need to constantly walk up and down the stairs to check tickets. There are five steps down to the lower level and five steps to the upper level. I located a forward facing seat on the upper level and found that the ride was very smooth. A friend told me that he had seen a two-car train of MLVs operating on the North Jersey Coast Line the previous Sunday evening, December 17.

New timetables were issued for all lines except Atlantic City, Montclair-Boonton and Raritan Valley effective January 14, mostly to remove the pre-Christmas/New Year's service modifications. There were some other changes, too. Northeast Corridor Line riders now have a new train, #3945, which departs NY Penn for Trenton at 1:01 PM and operates via express between Newark and Princeton Junction. Weekend train #7802 (12:08 AM Trenton) has added stops at Hamilton, Edison, and Metuchen. On the North Jersey Coast Line, there were a few late-night changes on weekends. M&E Train #6616 starts from Dover three minutes earlier, but arrives at NY Penn at the same time, 8:16 AM. A few Secaucus connection times were changed for the Main/Bergen and Pascack Valley Lines, as NJ Transit is again using 5 minutes as the minimum.

Last November, NJ Transit awarded a \$4.4 million contract to construct high-level platforms at the South Amboy station. In recent years a new pedestrian overpass has been constructed and a grade crossing has been eliminated. The new platform will be a center island and the contract includes relocating the existing track and catenary structure. More than 1,300 customers use this station each day.

There is nothing official yet, but according to the New Jersey Association of Railroad Passengers, a BLET (Brotherhood of Locomotive Engineers and Trainmen) source reported that there is an Arrow IV spec (not

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

Silverliner V) floating around NJT and being prepared for RFQ (request for quotation). It would seem to defy current purchasing trends, but this person insists strongly that such a draft spec exists. If it is approved, the Arrow IIIs will get a minor rebuild, permanently-mated four-car sets eliminating two cabs and modifications to the remaining cabs that eliminate the Engineer's door.

It seems that from time immemorial, or at least until July 3, 2005, NJ Transit riders were able to use the monthly pass from the previous month for the inbound trip on the first commuting day of the new month. Beginning in July, 2005, train crews made announcements that riders were required to have the ticket for the new month. Recently I only heard this announcement on the homeward trip, which piqued my curiosity. Checking the timetables that were issued since that date, I found that in the April 23, 2006 edition the following words were added to the section which describes monthly tickets: "and are valid until noon on the first commuting weekday of the following month."

NJ Transit Executive Director George D. Warrington announced his resignation on January 11, to become effective March 30. The announcement came as a surprise to many in state government. He was appointed to this position in March, 2002. In a letter to his employees he cited his many accomplishments, including procurement of new railcars and buses, the opening of Montclair Connection, Secaucus Transfer, and RiverLine, and extension of the Hudson-Bergen and Newark Light Rail Lines. Mr. Warrington had previously been with NJ Transit in its early years. **The Bergen Record** reported that he would "pursue other opportunities that were too attractive to ignore." At the same time he declined to say whether he had a job offer.

The folder in which I put articles for this column has had an article that was written by Alan Kramer in 2003. Its title is **NJ TRANSIT'S COMET-I CARS - A REVIEW**. Intended for earlier publication, I have held it back because a majority of the fleet is still in service. At that time it was believed that with delivery of 265 Comet Vs (200 NJ Transit and 65 Metro-North) these cars would no longer be required. However, in the interim ridership grew and NJ Transit has increased the number of trains, so these cars continue to soldier on. The "Sliders" (1600- and 1700-series) were removed from service at the end of 2005. The remaining cars (5100-cabs and 5700-coaches) will probably begin to disappear from Hoboken Division trains once sufficient quantities of the multi-level cars are in service on the North-east Corridor, and the cars that they replace are shifted to Hoboken. In the course of my commuting, I see these cars nearly every day, and occasionally find them assigned to a train that I ride.

A new timetable was issued for Newark Light Rail as of January 6. One change was to standardize the running time between Penn Station and Broad Street at 8 minutes 7 days a week. With the September 16, 2006 edition, the running time was 8 minutes weekdays only. The run time between Broad Street and Penn Station remains at 9 minutes. Weekday service to Broad Street now begins ½ hour earlier at 5:18 AM, while the last departure from Broad Street is 20 minutes later at 12:34 AM.

Port Authority Trans-Hudson Corporation

A study that was done by the prestigious Lawrence Livermore National Laboratory and Rensselaer Polytechnic Institute has determined that PATHs Hudson River tunnels are vulnerable to a bomb attack. And, if that were to occur, the tunnels would flood very quickly. The problem stems from the fact that they are constructed of steel rings, the majority of which are not coated with concrete and lie on the riverbed, not in bedrock. One recommendation is the placing of what are described as "concrete blankets" that are known as Geotextile Concrete Mats atop the tubes, which would plug any holes that would be caused by a bomb blast. Installation of flood gates to prevent system flooding is another recommendation, and \$71 million has already been committed to install gates at World Trade Center and Exchange Place. After the terrorist attacks of 9/11, these tubes flooded.

The July-December, 2003 issue of **Headlights** arrived in late December, 2006, and it contained an article about the restoration of PATH service to World Trade Center on November 23, 2003. At that time PA predicted that there would be less ridership than before 9/11, so I decided to compare the schedules before that infamous date and today. Please note that prior to 9/11 NWK/WTC trains were 8 cars. Today they are 7. The results appear in the table below.

ROUTE	APRIL 29, 2001	OCTOBER 29, 2006	DIFFERENCE
NWK/WTC	15	13	-2
HOB/WTC	7	5	-2
HOB/33	6	6	0
JSQ/33	11	12	+1
Total	39	36	-3

Port Authority of New York & New Jersey

In December, then New York Governor-elect Eliot Spitzer named a replacement to PA. Anthony E. Shorris became the Executive Director, replacing Kenneth J. Ringler, Jr. who has held that position since October 21, 2004.

In order to finance its 10-year, \$26 billion capital construction program PA's Chairman, Anthony Coscia, has signaled that PATH fares and bridge and tunnel tolls will have to be increased. Fares and tolls have remained unchanged since 2001. This program includes the Trans-Hudson rail tunnel, approximately \$4 billion for

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

improvements at Newark, Kennedy, and LaGuardia Airports, plus development of Stewart Airport in Newburgh, New York as a fourth regional airport. Then there is \$1 billion for construction of a new span to replace the 78-year-old Goethals Bridge between Elizabeth, New Jersey and Staten Island, more than \$8 billion for work at the World Trade Center for the new PATH Terminal and redevelopment of the site, and \$2 billion that could be allocated to the East Side Access Project or the Second Avenue Subway. The proposed increases would not occur until 2008, and only with the approvals of Governors Spitzer and Corzine.

Metropolitan Area

Shortly after 9 AM Monday, January 8, 2007, I began to notice an odor of seemed to be natural gas at my office near NY Penn Station. Natural gas is odorless, and the addition of methyl mercaptan gives it its noticeable smell. Almost immediately terrorism was ruled out, and the initial reports had cities in New York and New Jersey pointing fingers at each other as the cause of the odor. PATH suspended service to the WTC and 33rd Street. I received an email alert from NJ Transit informing me of the PATH service suspension and the fact that NJ Transit was cross-honoring PATH fare cards. I cannot ever remember this happening before. Service was restored just before 11 AM. At week's end, the source of the odor still remained a mystery.

Amtrak

While checking the current Fall-Winter timetable, I noticed that there are listings for two *Empire Service* trains that are not yet operating. "Note 4" in the columns for Trains #228/229 reads that service will begin on a date to be announced. When they go into service, these trains will operate as expresses between NY Penn Station and Albany. Their departure and arrival times will be as follows: #228 – 7:40 AM NY Penn/9:50 AM Albany. Train #229 departs Albany at 3:55 PM and arrives back at NY Penn at 6:05 PM. As of mid-January, when this column was completed, the service had not yet begun.

Election Day 2006

Railway Age and **Progressive Railroading** reported the results of last November's election where transit questions were on the ballot. Voters in 13 states gave the green light to 21 of 30 transportation-related measures, which authorized more than \$40 billion to build and improve public transit systems and highways.

California led the way with approval of three propositions. Proposition 1A mandates that taxes collected from motor vehicles may only be used for transportation improvements, while 1B authorizes issuance of \$19.9 billion in bonds for rail and road transit projects. Proposition 1C sets aside \$300 million to spur transit-related development. Orange County voters renewed Measure M, which is a half-cent sales tax that will provide \$11.8

billion for county transit/highway improvements for a 30-year period beginning in 2011, when the current Proposition M expires. Metrolink is to receive \$2 billion for service expansion.

In Kansas City, voters approved the building of a 27-mile light rail system. Unfortunately, there were no specifics on what would be built or how it would be funded. The approval caught the city administration off guard because in six previous attempts the initiative was not approved. Voters in Salt Lake County, Utah, approved a sales tax increase to fund light rail and commuter rail projects. In Minnesota a constitutional amendment was approved that requires the dedication of all motor vehicle tax revenues to transportation projects. Grapevine, Texas voters approved a sales tax to pay for a commuter rail connection.

Not every pro-transit initiative was approved. In Spokane, Washington, voters turned down two light rail measures and in Broward County, Florida, a proposal to fund a 30-year, \$5.4 billion transit program was rejected.

2006 In Review – The Leftovers

As promised last month, this completes 2006. Please note that CATA's (Little Rock) 0.9-mile trolley extension to the President Bill Clinton Library did not open in December. However, beginning Monday, January 8, 2007, the intersection of 2nd and Commerce was closed for 2-5 days to electrify the section between the existing route and the new extension. This meant that the River Rail streetcar could not run in Little Rock. CATA operated a trolley bus on the streetcar route, with a detour at Commerce Street, during the construction.

DATE	OPERATOR	CITY	LINE	NOTES
December 11	Metra	Chicago	North Central Line	1 station (Grand/Cicero) opens, Cragin and Hermosa close
December 11	Mid-Council of Governments and New Mexico DOT	Albuquerque	RailRunner	1 station (Los Lunas)
December 15	Sacramento RTD	Sacramento	Folsom Corridor	0.55 mile extension to Amtrak station
December 19	New Orleans RTA	New Orleans	St. Charles, Canal Street. to Lee Circle restored	

Other Transit Systems

Boston, Massachusetts

In conjunction with the January 1 fare increase, commuter rail line timetables were reissued. All are now in the glossy color format that was introduced on July 24, 2006 for the Providence/Stoughton Line, although these are in the smaller size. The "T" notified customers that it hoped that the switch to this more durable paper will encourage riders to keep their copies rather than discard them so readily. Also in the smaller format was

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

issued an MBTA Fares and Passes folder. Thanks to Todd Glickman for sending copies.

The E Line was restored to Heath Street as of December 29, 2006. Service on this half-mile stretch of the Green Line was shut down for three months for track repairs, forcing more than 2,000 daily riders to take buses between Brigham Circle and Heath Street. This means a return of the Bredas.

As has been previously reported, implementation of *CharlieCards*, *CharlieTickets*, and new fares, has brought an end to some long-standing quirks in Boston's fare collection system. **The Boston Globe** reported: "For decades, 'T' riders in the western suburbs have taken advantage of free outbound trips on the Green Line, if they boarded at an above-ground station. But those free rides home, especially for thousands of fans after Red Sox games, ended with the January 1 fare increase that also gets rid of a bevy of historical MBTA fare anomalies, which also include exit fares at some Red Line stations. The overhaul will make the fares equitable for all riders." If you get on the train, you should know that it's \$1.70, and it is the same as if you are on the Red, Green, Orange, Blue, or Silver Line. The free outbound rides — west of Kenmore on the B, C and D and west of Symphony on the E, have been around so long that current "T" officials do not know exactly how they started. Local rail historians say zoned fares existed ever since the Green Line's Kenmore-to-Brookline Village run opened in 1847. In the late 1970s or early 1980s, when the system began using the same streetcars that are still on the Mattapan Line, it proved faster for passengers to get on and off the two-door cars without outbound fares. "If you don't build an entirely controlled system from the beginning . . . it gets interesting," said John Reading, editor of **The Callboy**, the monthly publication of the Massachusetts Bay Railroad Enthusiasts. "We are betwixt and between, and we'll see what happens." As a result, some riders will be paying more, and some will be paying less.

Several emails that Todd sent addressed complaints to **The Boston Globe** and hopefully also MBTA about the myriad of problems that riders have had with the *CharlieCards*. Cards did not work, monthly passes were not received, and, if they were, they were the wrong kind. MBTA officials were working to straighten out the teething problems with their new fare collection system.

On Wednesday, January 10, Train #322 (1:15 PM Lowell/North Station) struck a track maintenance vehicle that was stopped while the workers were replacing ties on the Boston-bound tracks between the Mishawum station and the Montvale Avenue crossing in Woburn since just after the morning rush hour. Two of the workers were killed and four others were critically injured. Ten of the 43 passengers aboard the train requested

medical treatment. MBTA officials were investigating why Train #322 was not switched over to the adjacent track. **The Boston Globe** reported that the switches are remotely set from an operations center on Cobble Hill Road in Somerville, which controls train movements north of Boston. "T" officials said four inbound trains had been rerouted without incident through the work site prior to the accident. Four outbound trains also passed the area safely. The following day, investigators ruled out mechanical problems and were focusing on human error. A Dispatcher, who was on duty at the time in the control center, was put on administrative leave pending the results of the investigation.

Todd commutes on this line, and when he learned of this accident he devised a "Plan B" to get home. Here is his report. "Given the bustitution between Winchester and Anderson/Woburn, and the knowledge that thousands of people per hour would need to be accommodated - with likely too few buses - I elected to take different route home. From Kendall/MIT at 5 PM, I took the Red Line to South Station, and then the Silver Line to Logan Airport, where I arrived at 5:28 PM. I caught the 5:30 'Logan Express' that goes to Woburn — the same Anderson Regional Transportation Center that serves the Commuter Rail where my car was parked. The Logan Express bus cost me \$11, but I was at the Anderson RTC by 6:15 PM, and home by 6:30 PM. There were reports of people who used the train/bustitution having 2-3 hour trips." So you see why it pays to know about alternate routes. I can remember when I was a Motorman (yes that was my title) oftentimes when there were service disruptions, you would be amazed that some people only knew ONE way to get to/from work."

More rolling stock will be coming to MBTA. According to a report in **The Boston Globe**, bid openings have been set for March 6 for 38 locomotives and on March 22 for 75 bi-level coaches. The "T" has budgeted \$310 million for the purchase — \$120 million for the locomotives and \$190 million for the coaches. It is expected that federal grants will fund some of these purchases. The bid for locomotives and coaches could be awarded in the fall, with delivery over a period of three to five years, officials said. New equipment is needed because the current fleet is aging and ridership is increasing — up 3.4% in the first nine months of 2006. Presently, the fleet is comprised of 410 coaches, including 140 bi-level and 270 single-level coaches, and 80 locomotives. Daily requirements are 333 coaches and 56 locomotives. Those numbers will increase to 357 coaches and 60 locomotives when the Greenbush Line begins service this summer. About 74,000 passengers are carried on an average weekday. Thanks to Todd for these reports.

Rochester, New York

The city of Rochester has secured a \$300,000 federal grant to study whether to fill in the abandoned (since

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

July 1, 1956) subway tunnels. Until stopped by a concerned citizens group, using the slogan "Chill the Fill," Rochester was about to spend \$20 million to fill in those tunnels. Thanks to member Karl Groh for this report.

Philadelphia, Pennsylvania

Thanks to member Lee Winson, who sent the following three reports. "The city of Philadelphia arranged special New Year's celebrations at Penn's Landing. To accommodate visitors, SEPTA's Regional Rail ran extra trains on most lines well after midnight (most Regional Rail lines shut down around midnight). I noticed a number of young people boarding trains for Center City earlier on New Year's Eve, but I don't know how well the outbound service performed. There was a large crowd of people boarding at Princeton Junction for New York.

"SEPTA has reduced the parking fee at its new Bridge-Pratt Frankford elevated terminal parking garage. The rates are Daily Parking – Monday-Friday \$3, Saturday-Sunday \$2, and monthly about \$2 a day depending on frequency."

"I don't know the actual numbers, but noticed a number of Eagles football fans using Regional Rail trains to get to the stadium for the big game between them and the Jets on Sunday, January 7, 2007. They transferred to the Broad Street Subway at Fern Rock to go directly to the stadium by special express trains. (The Fern Rock transfer between the subway and Regional Rail was built in the 1980s for the Railworks reconstruction project. No transfer at that location existed before, although the former Logan train station was atop the Broad Street Subway Logan station.)"

SEPTA issued a new timetable for the R5-Lansdale/Doylestown which restored midday service. Thanks to member Gregory Campolo for sending copies.

Member David W. Safford wrote that, "SEPTA announced a short-term budget fix which involves canceling most capital projects next year. As all expansion projects have long since been on hold or abandoned, this means a clamp on track work and station upgrades. I suspect, but do not know, that the Paoli track upgrade may be down the tubes."

Member Henry J. Adamcik (via member Ray Berger) had some compliments as well as these comments about some recent columns.

"1. December, 2006 — You are, indeed, quite right: the Red Arrow converted its Ardmore Rail Line to buses forty years ago, in December, 1966. This was not, however, the end of rail operations on West Chester Pike, which continued until Winter, 1971-72, when the Llanerch car barn (under SEPTA, by then) was closed and Sharon Hill/Media Shops were moved into the Market-Frankford Shop complex. A total of eleven non-revenue trips were scheduled Monday-Friday as part of regular run assignments to rotate cars for routine main-

tenance. Eleven went outbound after the AM rush, with four returning at that time and seven in the PM for PM Rush service. I witnessed at least one revenue movement during either the winter of 1967 or 1968 on my way home in the PM. It had started to snow and the West Chester Pike service was tied up. A rail car (an 80 car) was commandeered and sent into revenue service to Llanerch to get some of the crowd home.

"Today, the old Ardmore Rail Line is but a shadow of itself running weekdays only and mostly hourly with half-hourly service in the peak hours.

2. "January, 2007 — PLEASE, PLEASE!!!! DON'T EVER REFER TO THE PHILADELPHIA 8000 SERIES CARS AS 'PETER WITT' CARS. That term was never used here! They were either 'Eight Thousands' or 'Eighty-Hunnerts.'" So now we know.

Member Bob Wright also commented on the Red Arrow item, some of which were similar to Henry's (above). "For the most part, there remains today, only a small yard in the Pike's median just west of 69th Street, which serves as car storage, and most cars were kept there, returning to the barn only when necessary."

Washington, D.C. area

As requested by members of the community, the Yellow Line was extended to the Fort Totten Metrorail station during off-peak hours as of Sunday, December 31, 2006. The new extended service adds five extra stops on the northern end of the line and provides additional off-peak rail service to the Shaw-Howard University, U Street/African-American Civil War Memorial/Cardozo, Columbia Heights, and Georgia Avenue-Petworth stations. Weekday off-peak service (9:30 AM to 3 PM) operates every six minutes. Weeknight (after 7 PM) and weekend service runs every 7-10 minutes. This is an 18-month pilot project, and its \$18.5 million cost is being paid by the District of Columbia.

For the funeral for former President Gerald R. Ford, Metrorail operated additional train service. There were other events, including a Redskins football game and end-of-the-year events. Six-car trains were operated on all lines, and extra trains were available as needed. Metrorail provided the following service information: On Saturday, December 30, 2006, the public viewing of President Ford's body began at 7:30 PM in the U.S. Capitol Rotunda and the Redskins had an 8 PM game at FedEx Field. Metrorail had 10 extra trains strategically stationed throughout the system to make sure passengers got to their destinations. 15 extra trains were available on Sunday, December 31 and 17 on Monday, January 1. On both days, trains operated on a weekend schedule. Normal weekday service resumed on Tuesday at 5 AM.

The former President's body laid in state at the Capitol until Tuesday morning for a funeral service at the National Cathedral. It was recommended that those going to the U.S. Capitol over the weekend to pay respects to

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

the former President use these Metrorail stations: Capitol South and Eastern Market on the Blue and Orange Lines, Union Station and Judiciary Square on the Red Line, and L'Enfant Plaza on the Green and Yellow Lines.

South Florida

Metro-Dade suffered the first train derailment in its 22-year history. On December 21, 2006 at 11:51 AM, a northbound train went off the tracks about ¼ mile south of the Dadeland North station. About 50 passengers were walked to the station by rescue workers and nine requested to be examined by the paramedics who were on scene. Seven went to area hospitals. **The Miami Herald** reported the cause of the derailment was an antenna, which is mounted to the front of each vehicle, falling off the fifth car while the train was over the switches between the Dadeland North and South stations. The derailed car was dragged about 300 yards before the power was automatically cut off. Limited service was provided for much of the rest of the day. Miami opened its heavy rail system (it is not a subway) on May 20, 1984, and the current daily ridership is 60,000. Thanks to Karl Groh for this report.

New Orleans, Louisiana

On December 19, 2006, after I completed my column for the January **Bulletin**, I received an email from member Frank Pfuhrer that New Orleans RTA had re-started trolley service on the St. Charles Line, from Canal Street to Lee Circle. This is the initial phase of a three-part project that is expected to last at least 15 months. Next will be Lee Circle to Napoleon Avenue, which is expected to open by summer. The final segment, from Napoleon to the terminus on Carrollton Avenue, will not be finished until spring or early summer of 2008. Service had not operated since Hurricane Katrina, August 29, 2005. The last report that I had told of the entire line being back this fall, so this certainly is good news.

Member Ron Yee and his wife spent three days in New Orleans during Christmas week, and sent the following report. Besides enjoying the culinary delights, there was ample time to ride the vintage Perley Thomas St. Charles street cars, which are temporarily operating on the Canal Street and Riverfront Lines.

"The street car system of New Orleans was devastated after New Orleans was hit by Hurricane Katrina's 130+ mph winds that created a storm surge that caused numerous levee failures, flooding many parts of the city under 2-15 feet of water for weeks. The FTA-funded, heavily built infrastructure of the 'new' Canal Street Line proved its mettle through the storm; the roadbed, track and catenary support structures all weathered the storm well (one case where it was worth building an LRT infrastructure to standards which many of us have often joked about looking strong enough to be able to accom-

modate high-speed TGVs or resembling Amtrak's Northeast Corridor with Acelas). In relatively short time, the catenary was re-strung and temporary power transformers (one borrowed from Boston's MBTA) had the line ready to resume service just a few months after Katrina had hit. However, the fancy new 'old look' ADA-compliant (handicapped-accessible) trolleys purchased to equip this line as well as the touristy Riverfront Line serving the corridor spanning from the famous and historic French Quarter to the Convention Center did not fare as well. The new car barn they were stored at was located on an inexpensive parcel of land that was below sea level. It spent several weeks under 3+ feet of brackish water, the salty water totally wrecking all underfloor components. (For all you bus fans out there, a large portion of the city bus fleet was lost in this manner, too, flooded up to the fareboxes). One of these million-dollar LRVs is currently off the property for evaluation and pilot program rebuild to see if it is in fact a feasible thing to do with that entire car fleet instead of replacing them. In the meanwhile, the almost century-old Carrollton car barn that housed the 1920s Perley Thomas street cars, being above sea-level, protected the historic car fleet, which came through unscathed and ready to run after the storm and floodwaters receded. Unfortunately, the ROW of the equally historic St. Charles Line the historic cars operated on was, in parts, under water for several days. Press and railfan reports told tales of how the track, track bed, and catenary systems were totally destroyed by the hurricane. In an almost comical sense, while one line had a fleet of streetcars ready to run but no tracks to run on, the other two lines lost almost their entire car fleet to the flooding but had track and power that would be relatively easy to restore. So, in a deft move, New Orleans decided to get the infrastructure of two lightly damaged lines restored and operate with some of the cars from the crippled line. Granted, the historic cars are not ADA-compliant, but a supplemental parallel bus service addresses that obligation. So, for the time being, until at least late 2007, a unique situation exists in New Orleans, the opportunity to ride and photograph the historic green-painted streetcars on two lines they do not operate over on a regular basis! Hence, my willingness to fly on an airliner during the peak of the holiday season at the beginning of the winter weather season filled with blizzards and snow/ice storms, something I am usually unwilling to do.

"I have a few general comments about the entire streetcar system in New Orleans, a reflection of their entire public transport system.

"1. The damage to the ROW (right-of-way) of the historic St. Charles Line appears to be far less severe than I had been led to believe. During this trip, I walked a portion of the St. Charles Line from Loyola University/Audubon Park to part of Carrollton Avenue to personally inspect the ROW. The catenary poles appear to be un-

(Continued on page 14)

Commuter and Transit Notes*(Continued from page 13)*

damaged, no leaning or fallen posts/masts. Most still have a feeder cable or two strung up between them, also with no excess tension or slack caused by misalignment. However, all of the horizontal catenary supports and trolley wires are missing. While I can see the trolley wire being downed by the storm, I can't believe that ALL of the horizontal supports and brackets 'fell off' exclusively from Mother Nature's wrath. Someone removed them; either NORTA or scavengers looking for scrap copper.

"2. Also encouraging is the fact that almost all of the magnificent oak trees lining the ROW have survived. I had imagined scenes of toppled and uprooted trees, their extensive root systems ripping up large sections of track and leaving giant holes in the ground. No such thing. As expected, the rails are covered with a year's worth of silt, mud, and soil. Of course the rail is rusted to a dark brown color but for the speeds the trolley used to run at, it should not be a major issue in most sections. The catenary can be re-strung, new transformers and feeders would be needed, and turnouts and switches would need to be replaced, as would a few bad sections of rail. The ties may have gotten waterlogged, but that is not different from the norm as the entire ROW was always covered with verdant green grass and had people jogging on its soft relatively smooth surface. Drainage on the line was never much good, anyway.

"3. It almost looks like the city has simply decided not to put the restoration of the St. Charles Line on the priority list. Sadly, as much as I'd like to see the historic line restored as quickly as possible, I almost have to agree with their decision. I rode the #12 substitute bus service beyond Lee Circle and noted the light volume of ridership. Most buses, on a 9" to 15" daytime headway (30" after 7 PM), operated with less than full seated loads. The tourist traffic has simply not returned and the residents along the line have, unfortunately, responded to the poor bus service by getting behind the wheel of their cars. With the massive loss of business and jobs in the city, there are no traffic jams, making the option to drive even more attractive. It puts the transit system into a potentially never-ending downward spiral, significant losses of buses and LRVs and loss of housing for RTA workers to run the system resulting in the ability to run only a basic level of service with the remainder of the fleet and employees. This in turn, drives away what's left of the ridership that has the option to drive. Declining ridership causes more red ink with service on more routes being slashed, making a bad situation worse and worse.

"4. The massive loss of housing in the city has many RTA employees living far out of town. Many of them left on August 29, 2005 and never came back. With such a

loss of personnel, any contemplation of service improvements is hampered by a lack of operators, maintainers and support staff. We took a 'Post-Hurricane Katrina Tour' of the severely impacted sections of the city. It's sorrowful, miles and miles of devastation. It really resembles a third world country, hard to believe that our own government has permitted these conditions to persist over 16 months after the hurricane. Only ¼ of the residents and businesses show any evidence of re-building their lost or damaged properties. The rest are dismal wrecks, rotting, molding, decaying, and collapsing into oblivion. Many houses or empty land plots still have filthy piles of wreckage/debris sitting curbside for commercial carting services to haul away. It will take years, if ever, to get back to any sense of normalcy. Since 1986, we visited New Orleans four times and had seen and experienced the vibrancy of the place. Now, the spirit is just gone. The French Quarter tries to put up a brave face and try to look and feel like the old days, but it just isn't there. Even Bourbon Street is deserted after 10 PM. One good thing is that most of the panhandlers and criminal elements hanging out all over the city in years past are now gone."

Member Frank Miklos added these interesting comments: "The St. Charles street car line was scheduled to be closed for about a year to permit the refurbishment of its power distribution system. This was to have been done during 2006 but was moved up after Katrina. There were three substations all at the same location in the middle of the line. Under the refurbishment, only one substation will remain at the original location. The two others will be relocated to the northern and southern ends of the line. The work should be completed by the end of 2007. The grass between the rails will have to be replaced, but in recent years it has been getting trampled by joggers and others. Maybe they should install AstroTurf, which will stand up to the abuse that the grass takes."

"Let's hope that the 2000-series cars can re-enter service with new electrical gear. Except for the track gauge, it would be nice if New Orleans could borrow cars from other cities to provide a service similar to the F Line in San Francisco on Canal Street. If SEPTA had not scrapped its remaining PCCs it would have been nice to obtain some of them for interim service possibly on the St. Charles Line. As they say, timing is everything. As far as I know the track and roadbed were done only a few years ago and may still be good."

Chicago, Illinois

The Chicago Transit Authority continued its tradition of offering penny rides on New Year's Eve. Riders of CTA buses and trains paid only a penny from 8 PM New Year's Eve until 6 AM New Year's Day. Additionally, several bus and rail routes provided later service. Thanks to Bob Hansen for this report.

(Continued on page 15)

Commuter and Transit Notes*(Continued from page 14)***Chesterton, Indiana**

As of December 11, 2006, Hegewisch, one of NICTD's busiest stations, has high-level platforms. This should reduce the dwell time of trains markedly.

Salt Lake City, Utah

Rail Transit On Line reported that the Utah Transit Authority has purchased 15 Comet I (Sliders) from NJ Transit. Previously, UTA had acquired 30 ex-Metra gallery cars, but when service begins in 2008, the gallery cars will not be in service. UTA spokesman Justin Jones said the "Metra double-deckers were obtained at no cost (other than shipping) and, at the time they were available, were the best means to provide the necessary passenger capacity for the project. When the Comets became available, they were found to be a more cost-effective solution to meeting our needs." At the present time, the numbers of the cars involved were not available. When this was written, the cars were still in New Jersey pending overhaul, for which an RFP has been issued. There is an option to purchase 14 additional Comets. UTA has also purchased 10 bi-level coaches and 12 bi-level cabs from Bombardier.

Seattle, Washington

The first of 35 Kinki Sharyo LRVs arrived in Seattle during November, 2006, and the second in late December, and beginning in May, two cars are to be delivered each month. Each car is 95 feet in length, 8.7 feet wide, and 12.1 feet high. Sound Transit is paying \$139 million for this fleet.

Portland, Oregon

Beginning January 14, 29 bus lines that operate on 5th and 6th Avenues in downtown Portland were moved to make way for Portland Mall Light Rail construction. This diversion will last for approximately two years. Buses will return to the Mall in spring 2009. The Portland Mall project is part of the 8.3-mile I-205/Portland Mall MAX Light Rail Project. This is TriMet's fifth MAX extension and will add light rail to 5th and 6th Avenues between Union Station and Portland State University, and between Gateway Transit Center and Clackamas Town Center. When it opens in September, 2009, it will be the first light rail extension into Clackamas County and will serve the heart of downtown to PSU.

Ottawa, Ontario, Canada

Karl Groh wrote this very disappointing report from Canada's capital. "Some bad news from their capital city, where it seems that unlike Toronto, Calgary, and Edmonton, electric light rail cannot get to first base. The Ottawa City Council killed the \$778 million light rail project so they won't start work on a North South line anytime soon. The City has already spent \$65 million on the project and cancellation will cost many millions more. The Siemens-PCL-Dufferin DBOM contractors have put in claims for damages and lawyers are salivat-

ing at more expected lawsuits. Local business interests dislike the fact that downtown streets will have to be torn up to install trackage and that will be bad for them. So the tail will wag the dog as proponents of LRT rightly claim that lawsuits will eat up at least half of the money that the line would cost and the city will wind up with nothing as it had been determined that LRT would have relieved much downtown traffic congestion. There is hope that the Council may change its mind but not all that much as the noisy businessmen seemingly have their way."

Jerusalem, Israel

From member David Klepper comes this end-of-the-year report from *The Jerusalem Post*. Much has happened since December, 2005. In 12 months, the consortium building the light rail project has raised \$2 billion, construction of tracks is underway in four areas, and the first tracks were laid in a ceremony during November, 2006. Half of the rails that will be required are already in Israel, and the first car is under construction in France.

Taipei, Taiwan

This island nation has an electric high-speed train as of January 5, which ties together 94 per cent of the cities. *The New York Times* reported that it operates under some very unusual working conditions. Train Operators are German or French, and are only permitted to speak English with Taiwanese traffic controllers. Displays in cabs are also in English. Eventually, these operators will be replaced by Taiwanese operators, and at that time the system will switch over to Chinese. The trainsets are of the Japanese bullet train design, while the tracks were originally designed by British and French engineers. The line is 215 miles in length. Initially there will be 19 trains in each direction daily. Eventually the system will be capable of handling 88 trains in each direction. Fares are competitive with air fares. One example cited, \$44, was two-thirds of the price of an airline ticket between the same cities.

From the History Files

75 Years Ago: On February 27, 1932, the Charles station on the Cambridge-Dorchester Line opened. Today, this station is part of the Red Line.

50 Years Ago: In February 1957, in an effort to boost ridership, the New Haven Railroad placed into service a lightweight trainset. The *Roger Williams* was a Budd-designed RDC with two single-unit cab units. The two cab units (140 and 141) were designated as model "RDC-A", while the intermediate cars (160-163) were model "RDC-B." It spent most of its time in Boston commuter service before being acquired by Amtrak. 160-3 were sold to MARC. The two cab units are fully restored and operational, and can be found at the Danbury Railway Museum in Connecticut.

News items and comments concerning this column may be emailed to NYDnewseditor@aol.com.

TECH TALK by Jeffrey Erlitz

And *you* thought you were never going to see this! Bids were opened on January 18 for contract C-26002, Contract 1 for the Second Avenue Subway. Only two bids were received, as follows:

VENDOR NAME	BID AMOUNT
Skanska/Schiavone Construction/ Shea Construction	\$337,025,000
Dragados/Judlau Contracting	\$497,777,380

Construction Contract One includes the construction of the tunnels between E. 92nd and E. 63rd Streets, the construction of the launch box for the tunnel boring machine (TBM) at E. 92nd to E. 95th Streets, and construction of access shafts at E. 69th and E. 72nd Streets. It is expected that the first surface work for this contract will take place in the first quarter of 2007 in the vicinity of the launch box, E. 91st to E. 95th Streets. Contract One is expected to be 39 months in duration.

The joint venture of Dragados and Judlau had previously won the contract to construct the Manhattan tunnels for the LIRR East Side Access project.

Two other bid openings for construction contracts took place in January. On the 10th, the joint venture of Schiavone Construction and Citnalta Construction produced the low bid of \$108,886,000 for contract A-35927, the rehabilitation of the Jay Street-Lawrence Street complex in Brooklyn. This long-awaited contract will also provide a new underground free transfer between the **A C F** and **N R** lines.

On the following day, Welsbach Electric Corporation submitted a low bid of \$46,658,000.00 for contract E-31290-R, the rehabilitation of eight ventilation plants in various locations.

Bids were scheduled to be opened on January 24 for the third and final phase of the White Plains Road (**2 5**) Line signal rehabilitation. This will provide not only a new signal system for the East 180th Street Yard and the main line north of the station but also a reconfiguration of the track arrangement there. Once com-

pleted, southbound **2** trains coming from Bronx Park East and southbound **5** trains coming from Morris Park will be able to enter East 180th Street station at the same time without conflict. In addition to a new relay room at East 180th Street, there will be a new relay room at Bronx Park East with its own Maintainer's control panel located within.

There had been a question posted on the SubChat website regarding the two automatic signals sitting on the platforms at the currently unused Cortlandt Street station on the IRT 7th Avenue (**1**) Line. These two signals were mounted horizontally and suspended from the ceiling before the line was reconstructed after 9/11. When the temporary walls were installed near the platform edges, there was not sufficient clearance to mount these two signals in the normal fashion so they were temporarily installed vertically. When the station is eventually finished, these two signals will have to be re-mounted in the usual fashion.

There were 10 M-1s in service on the Long Island Rail Road on January 8, but all were out of service at Hillside on the 10th. An era has apparently ended on the LIRR.

Construction started on December 27 for environmental work at Morris Park. This \$5.9 million project was awarded to The Franklin Company Contractors who will remediate petroleum contaminated soil and groundwater.

Renovations of the Lindenhurst station building were essentially completed on December 26. New architectural finishes were installed as well as new entrance doors and vintage light fixtures. Two east end stairs were replaced and the platform-level waiting room was renovated as well. This station, as well as Amityville and Copiague, were opened to the public on August 7, 1973 when the grade crossing elimination project in that area was completed. The station at Lindenhurst was actually relocated almost one third of mile east of its former location when the elevation was placed in service.

Jeff may be contacted via email at jbe456@optonline.net.

NYCT PRESIDENT REUTER RESIGNS

On January 3, MTA New York City Transit President Lawrence G. Reuter, the agency's longest-serving leader, resigned his position. His last day will be February 9.

Reuter rejoined NYC Transit in February, 1996, replacing Alan F. Kiepper, after running the Washington Metropolitan Area Transportation Authority; he had previously been with NYC Transit in the 1980s in several positions, most recently Senior Vice President for

Buses.

MTA's press release cited NYC Transit's key role in the resurgence of New York City in the 1990s and its recovery from the 9/11 terrorist attacks in 2001 as being among Reuter's accomplishments.

He will be moving to Florida, where he will work for an office of a major consulting firm.

At press time, no successor had been named.

ROCKAWAY SENIORITY LIST

*In the July, 2006 issue, we explained that there was originally a separate seniority list for Rockaway crews. We have received several comments on this subject, including the following one from Ed Davis, author of the book **They Moved the Millions**.*

(A member) kindly sent me a recent **Bulletin** discussing the Rockaway Division and crews. I won't say I'm totally accurate but will share my experience in correction of one item.

First, I did work some rush hour E trains (as a Conductor in 1966) that were Rockaway-bound, and, indeed, crews changed at Euclid; we did not go through, rush hour or not. I was relieved at Euclid and relieved a

Rockaway Conductor for my northbound trip. A trains were still turning at Euclid or Lefferts.

Rockaway was all R-1 to R-9, as I recall. The Rockaway Division was a closed shop. No IND men could work it even though qualified in training unless no Rockaway man was available (and rare they weren't, the hogs)...could work OT (overtime) in RDOs (regular days off) or extra shifts before a straight-time IND extra man or OT RDO man could work. And they made the money, trust me...and correct — the Rockaway Division was abolished with the Chrystie/IND-BMT merger and B-2 (former IND) crews worked it, since that was mentioned as a possible fact.

Around New York's Transit System

(Continued from page 18)

they stand next to that door.

"R-62As 1761-5 and 1906 were on the north end of a 7 local on January 4 at 1850 hrs northbound from Grand Central to Flushing. Car 1906, a single unit, was at the north end of the consist with small cabs at both ends; the north end of car 1761 had its converted full-width cab reduced to the smaller configuration. There have been at least two sets like this on 7 and there are two counterpart sets made up of 11 single unit R-62As. The railfan window exists on BOTH ends of these two equipment sets."

The next day, Ron reported another 7 train made up of two five-car units with a single car at the north end: N-2051-1811-2-3-4-5-1791-2-3-4-5-S.

Inoperable Horn/Whistle on Operating Cab

Before leaving a terminal, the Train Operator must test the horn at the operating position. If the horn is inoperable and it cannot be corrected, the train must not be allowed to leave in revenue service. When the train is cut, the horn must be tested in the new operating position. If the train is not in the station when the horn fails, the train must proceed at restricted speed and discharge passengers at the next station. After the passengers have been discharged, the train must proceed at restricted speed to the nearest siding or yard.

Speed of Work Trains

Work trains operating on main line tracks must not exceed 25 miles per hour on straight track and 15 miles per hour on curves. The Vak-Trak vacuum trains must not exceed 35 miles per hour on straight and curved track. Refuse collection, track geometry/Sperry cars, and shop transfer trains consisting of cars that are OK for service should be operated according to rules applicable to passenger trains.

Starting Lights

Train crews must be at their operating positions on the

train two minutes before the scheduled starting time. The Conductor must make public address announcements one minute before the scheduled departure. When the starting lights are lit, the Conductor must announce, "Stand clear of the closing doors, please," and close the doors. Trains should leave no later than 15 seconds after the scheduled leaving time.

Train Door Failures En Route

Conductors investigating door failures must never close all doors when checking them. If they descend to the trackway or go to the platform, they must open the emergency brake valve and pass the Train Operator one long buzzer signal. The Conductor should open and close the doors a second time, locate the car with the illuminated guard light, and attempt to solve the problem.

Door Cut-Out Procedure

Before cutting out a door, the Conductor must follow the procedure outlined in the above paragraph. He/she should use the Master Door Control at the Conductor's operating position to close the section with the defective door. The good section's doors must be left open. The Conductor must go to the car with the defective door, insert the standard cab door key into the door cut-out switch, and rotate it to the off position. He/she must manually close the door panel, move the door cut-out key switch to the normal position momentarily, turn the door cut-out key switch to cut-out position, and remove the key. The Conductor must verify that the door is locked by attempting to open it.

Announcement at Brooklyn Bridge Station

Although 6 trains carry passengers around the City Hall loop, the automated announcement system still announces, "last stop," when the train stops at Brooklyn Bridge. To correct this error, Conductors must override the automated announcement with the following: "This is the last downtown stop on this train. The next stop will be Brooklyn Bridge-City Hall on the uptown platform."

Around New York's Transit System

Proposed Flushing Line Extension

MTA expects to build a 1.1-mile extension of the Flushing Line from Times Square to 34th Street-11th Avenue. To finance this project, \$2 billion in bonds were sold early in December, 2006. \$1.35 billion will be spent for subway construction and the rest will be used to acquire property. We expect to publish a detailed account in a future issue.

Strange Things are Happening on the Flushing Line

Member Ron Yee filed the following report:

"As a regular commuter on 7 from Woodside to

Grand Central, I have been noticing for the past two months, some 7 consist sets running with two five-car unitized sets on the south end with a single unit on the north end. In all but one case, the north full width cab of the north five-car set was converted back to the 1/3-cab configuration to provide access to the single unit on the north end of the train. The converted full-width cab still has the glued-on foam rubber extra insulation on the doorframe next to the locked-up cab. I wonder how long that will last with passengers fooling around with it as

(Continued on page 17)

AUGUST BELMONT'S PRIVATE RAILROAD? by Henry Raudenbush

A railfan recently asked Henry Raudenbush whether there is (or was) a platform on the IRT that led to the story/myth that August Belmont had his private car Mineola load up at the Belmont Hotel or the Waldorf Hotel, then motor over via his IRT to Atlantic Avenue, and across a then-existing connecting track to the Long Island Rail Road, thence to Belmont Park to watch the Belmont Stakes race. With Henry's permission, here is an edited version of his response.

The Grand Central platform would have had nothing to do with the Belmont story. In the days when Belmont really owned the IRT, the Lexington Avenue Line did not exist yet, and the 1904 subway was at the opposite end of Grand Central Terminal, in the station now used by the shuttle. Although there are some "artist's conceptions" showing connections from the Grand Central Terminal loop tracks to the IRT, nothing of the sort ever existed.

As to a possible boarding location, neither the old Waldorf (on the site of the Empire State Building) nor the present (1929) Waldorf-Astoria were near the original 1904 IRT. The original line curved from Park Avenue into E. 42nd Street under private property on the southwest corner, the location later occupied by the Airlines Terminal building, which was later occupied by an Automat. In 1904, this site was occupied by the Belmont Hotel. I have heard rumors that there was an entry from the basement of that hotel into the subway tunnel, but there is no obvious trace and no space for a platform.

Structural provision for an LIRR connection is quite obvious at the Flatbush Avenue LIRR terminal. The connection would have continued from the ends of LIRR Tracks 5 and 6, converging into a single track, which would curve around into the northbound IRT local track. The space for this track is quite obvious. There is a ladder of slip switches that would have provided a connection from the other IRT tracks. However, there has always been doubt as to whether the connecting track

was ever actually installed or, if so, ever used. Some have claimed that the IRT had a short siding in that space, but it could only have held one or at most two cars — and what purpose might that serve? Running the IRT business car *Mineola* to the Belmont Park race track would be an obvious use of a connection to the LIRR, but awfully hard to document. So far as I have heard, nobody has ever found anything indicating any revenue service by that route, although Herman Rinke spoke of an old-timer with a fairly clear memory who claimed to have seen such an operation. A minor difficulty is that the IRT's third rail is about two inches closer to the track than the LIRR's; this would require some means of dealing with this. A shoe extending as far as the LIRR type would probably not clear on the IRT, and an IRT shoe would be at risk of dropping down on the gage side of the LIRR contact rail.

Another little teaser: If you go about two-thirds of the way down the middle platform of the IRT Atlantic Avenue station, the row of columns on the west side of the platform suddenly begins to curve inward for about three or four columns. Beyond that point, the columns continue in the original line. This almost looks like those columns had been placed to clear a second connection, from the IRT southbound express track over to the LIRR, but I have never seen documentation of any such thing. The most likely place to look would be in the contract drawings for Contract II, under which the IRT station was built. LIRR drawings of that corner of the LIRR station (south and west of Track 1) show an oddly staggered wall, agreeing with the present wall there, and not clearly providing for a connection. However, in about 1918 the BRT Brighton Line was built directly below at that point, at the same time that the IRT was extended beyond Atlantic Avenue. Structure providing space for an IRT-LIRR connection there might have been torn out at that time.